

Weather Indications—Warmer.  
Last Week THE WORLD Published More Advertisements of  
Houses, Rooms and Apartments  
Than Any Three Other New York Newspapers Combined.

The



The World

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Last Week THE WORLD Published 445 MORE  
HELP WANTED ADVT.  
Than All the Other New York Newspapers Combined.

PRICE ONE CENT.

NEW YORK, MONDAY, JANUARY 15, 1894.

PRICE ONE CENT.

# BOARDS WANTED.---Only 30c. for a 14-Word Advt. in The World.

## LAST EDITION 20 DEAD KNOWN.

Some of the Injured in Hospitals Will Die.

LIST GROWING.

Awful Scenes on the Meadows at Hackensack Bridge.

REAR-END COLLISION.

Three Cars of the Dover Express Telescoped by a South Orange Train.

RELIEF WAS SLOW.

The Mangled Corpses Taken to Crane's Morgue in Hoboken.

An awful wreck occurred about 8.30 o'clock this morning on the Morris and Essex branch of the Delaware, Lackawanna and Western Railroad, at the Hackensack bridge, about one-eighth mile from the East Bergen tunnel and quarter mile from Marion.

The 7.55 South Orange accommodation ran into the Dover express, which had slowed up just before reaching the bridge, and telescoped the three rear cars of the Dover express.

The number of dead was reported to be from twenty to twenty-five, with as many injured.

The names of the dead and injured, as far as learned, follow:

**The Dead.**

J. H. RIMMER, of Summit, N. J., cashier for

Edward Morrell, of Summit, N. J., sales

man for the Smith Typewriting Company.

T. J. ROGAN, of Millburn, N. J.

JOHN FISH, of Summit, N. J., civil engineer.

H. A. ROHLER, of Summit, N. J.

PATRICK RYAN, of Millburn, N. J.

THEODORE WHITE, son of Dr. White, of Sum-

mit, N. J.

JAMES GOETZ, of Basking Ridge, N. J.

DR. JOHN DOTY, of Basking Ridge, N. J.

W. L. GUILLEAULT, of Montclair, N. J., traffic

manager of the Old Dominion Steamship Company;

officer of Montclair Club; leaves a wife and family.

W. L. TYNER, of Basking Ridge, N. J.

EDWARD KINNEY, of Basking Ridge, N. J.

WILLIAM J. TURNER, of Basking Ridge, N. J.,

bookkeeper for Field, Chandler & Seymour; leaves

a wife and four children.

JOHN BRUNHILL, residence unknown.

WILLIAM PERCIBON, fifty-five years old, of

Summit, N. J.; employed in the Auditor's office

of the Western Union Telegraph Company; was in

the end car of the train that was telescoped; died

one hour and a half after he had been removed to

St. Mary's Hospital, in Hoboken; leaves a wife,

son and two daughters.

D. CAMERON, Summit, N. J.

A. H. GARDNER, Summit, N. J.

JOHN TURNINGTON, Summit, N. J.

R. FISHER, Summit, N. J.

Unknown man, supposed to be a New York clerk.

**The Injured.**

FREDERICK PERCIBON, twenty-five years

The South Orange train was in charge of Conductor W. T. Rudlo, with David Hoffman as engineer and Irwin Metz as fireman.

The Dover express was in charge of Conductor George, with George Stricher as engineer.

The scene of the accident is on the Hackensack meadows. The drawbridge is over the Hackensack River. The draw itself is about eighty feet wide, turning on a single pivot and operated by steam.

A track-walker is said to have placed two torpedoes on the track as a signal for the Dover express to stop before crossing the bridge.

The Dover train, it is said, was fully five minutes late. The South Orange train was on time. When the Dover train stopped, it is claimed, a flagman was sent back, but he had barely started when the South Orange train came on at full speed, and could not be stopped in time to avoid a collision.

A passenger on the train following the South Orange express told an "Evening World" reporter that when his train, which left South Orange at 8 o'clock, arrived within a quarter of a mile of the Hackensack bridge, it suddenly stopped.

The passengers all got out, and running ahead were horror-stricken by the sight of the wreck.

Five bodies lay side by side. Some of them were dreadfully mangled.

Another passenger was lying alongside of the five already dead.

Workmen were breaking into the cars to get out the bodies of the dead pinned fast in the wreck.

Passengers were standing around with their heads banded.

One of the dead lying on the ground was a woman.

A conductor told "The Evening World's" informant that there were certainly from twenty to twenty-five persons killed.

Many of the uninjured passengers started to walk to Hoboken.

At the East Bergen tunnel they got aboard a Lyndhurst and Delaware local of the Bonton Branch, and were taken to Hoboken.

A passenger who reached New York at 10.45 o'clock said he had counted fifteen dead bodies alongside the wreck.

**How the Disaster Occurred.**

D. D. Bidwell, of East Orange, who was a passenger on the South Orange train, which left that station at 8.04, told "The Evening World" this story:

"The express was some two or three minutes behind time, and was slowing up at the bridge to make sure that the draw was closed. Conductor Jerry George was in charge of the train.

"The following train, No. 84, was on full time. The Dover express did not stop sufficiently to allow the rear brakeman to flag any coming train.

"Train 84 was running at the rate of fully twenty miles an hour, though it likewise should have slowed up in approaching the drawbridge.

"The engineer of this train, No. 84, in consequence of the dense fog, particularly heavy on the marsh and in the vicinity of the river, did not see the rear car of the Dover express in time to prevent a collision.

"The locomotive of No. 84 struck the rear car of the express, a smoker, and telescoped it.

"The locomotive and the smoker together piled up on the car ahead of the smoker. The smoker contained about fifteen or eighteen passengers.

"The car ahead, on which the smoker was piled, contained male and female passengers.

"All the fatally injured, as far as I could learn, were confined to these two cars.

**A Scene of Horror.**

"A scene of awful confusion and excitement ensued.

"All the uninjured passengers who were on the trains, when they recovered somewhat from the shock and terror, at once proceeded, assisted by the trainmen and two doctors who fortunately happened to be on the cars—one of them being Dr. Thomas N. Gray, of Brick Church, Orange—to do all in their power to assist and rescue the injured.

"I counted fourteen or fifteen dead bodies.

"They were all on the west-bound track, and were stretched on improvised stretchers made up of the car seats.

"The bodies were all removed from the two cars, the smoker and the preceding car of the Dover express.

"Overcoats were thrown over the bodies and the faces concealed.

**Two Women Among the Dead.**

"I know that two of the dead bodies were those of women. One of them was a young girl, about seventeen years of age. As they were all covered up as completely as possible I was unable to tell how the two women were dressed.

"Both bodies of the women were taken

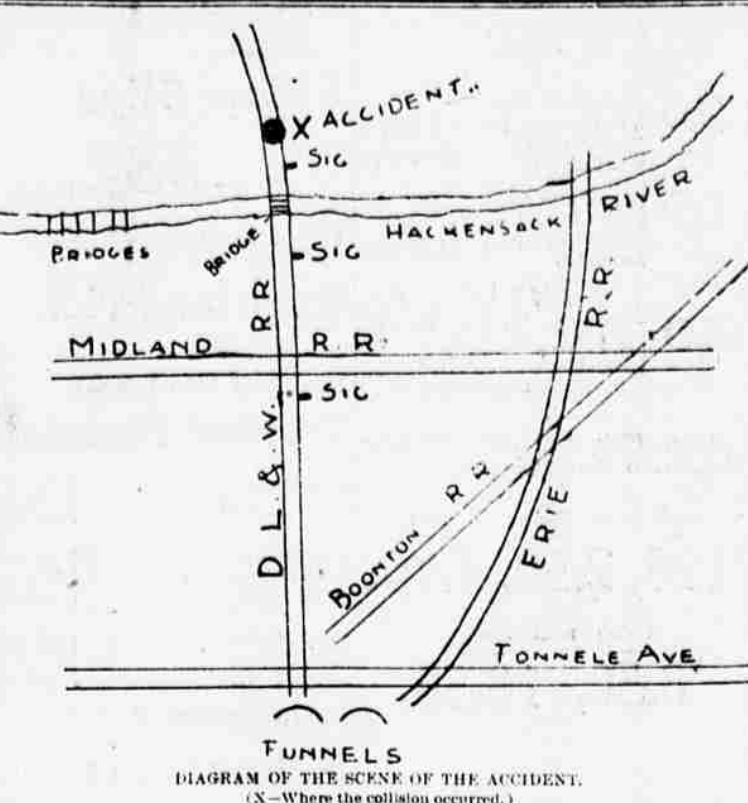


DIAGRAM OF THE SCENE OF THE ACCIDENT.  
(X—Where the collision occurred.)

from the car preceding the smoker on the express.

"Among the bodies I noticed that of an athletic-looking boy, about eighteen years old. It was well dressed.

"The trainmen and physicians were careful to prevent any close examination of bodies by outsiders, and I was therefore unable to scrutinize the dead.

"I also saw at least half a dozen passengers who were injured more or less severely in the accident. Their wounds, as far as I could see, were confined to their heads, which were banded by the doctors.

"I noticed that most of them were apparently badly hurt, as much blood was still soaking through the wrappings around their heads.

**Few Hurt on Train No. 84.**

"To me it is a very strange thing that all the passengers on train 84 escaped without serious injuries. They were of course somewhat bruised and jarred by the shock, but none was in need of medical assistance.

"The injured passengers and those who were only slightly injured made their way on foot or by the elevated to the Hoboken Ferry-House.

"It was about 8.15 or 8.20 when the collision occurred, as near as I can make it."

Mr. H. P. Reed, another passenger on the wrecked train, tells a graphic story of the collision.

"I was in the car right behind the baggage car," he said to an "Evening World" reporter. "The car was crowded with business men, nearly all of them reading when the crash came."

**The Awful Crash.**

"We all heard a terrific crackling noise, and on the instant we were thrown off our feet, while a few panes of glass fell out. For the moment we did not realize the awful situation, but when cries and screams of pain arose from the rear cars we knew that a wreck had occurred, and every one scrambled for the door.

"The sight was one which I will never forget as long as I live. The last car of our train had been smashed just as if it had been made of kindling wood.

"The woodwork was lying in all directions, while in the midst of it lay the wretched and torn pieces of what had been the engine that ran into us. The engine had been smashed to pieces. The second last car of our train had been stove in about half way, and all through the wreckage lay the dead and dying.

"The cries and the moans of the injured were something awful, and for a time every one was so paralyzed that he did not know what to do to relieve their sufferings. I counted nine dead bodies, which had, by the force of the collision and the breaking into fragments of the car, been thrown clear of the wreck.

**The Night Was a Sickening One.**

"I am positive that there were at least a dozen more bodies in the ruins. The sight was so sickening that I had to turn away. Some of the men had been crushed almost beyond recognition.

"No relief of any kind was at hand. In all that train there was not as much as an inch of sticking-plaster.

"After a time the employees and volunteers managed to lift the wreck a little, and the cars of the Dover express which had not been damaged carried as many of the wounded and the dead as could be accommodated to the hospital.

"There was no room for me on the train," added Mr. Reed, "nor for over one hundred and fifty others. I could not wait until the wreck was cleared

away, so walked clear over the hills. I feel ill now thinking of the scene."

**Carrying Out the Dead.**

W. G. Miller, manager for Partridge & Richardson, of 486 Broadway, was a passenger on the rear train. He was one of the first to reach the city after the accident.

and the rear brakeman got off to signal the Orange local, which was coming behind.

"Suddenly the rear brakeman came running back, and as he ran he yelled for every one to jump for their lives. Then a wild scramble followed, and I got out with the others. Less than two seconds after I had got out the crash came."

**Officials Reticent.**

C. J. Gundersbach, Eastern Passenger Agent of the Delaware, Lackawanna and Western, was seen by an "Evening World" reporter at his office, 425 Broadway. He refused to give any details of the wreck, and said:

"We know nothing whatever. I heard there was an accident, but we have received no official notice that such is the fact. All we know is what is reported by the stock board 'ticker,' and you probably know about as much as we do. Good morning."

The appalling accident was the chief topic of discussion in stock circles this morning, because it was feared that many brokers were on the train and must have perished, or else were seriously injured.

Every scrap of news was eagerly devoured, and some brokers left the street for the scene of the accident to render assistance to friends and their families if needed.

**THEY LAY IT TO THE FOG.**

Division Superintendent Reasoner, at the scene of the wreck, stated that he had been too busy to investigate the causes which led to the disaster; but he expressed the opinion that probably the heavy fog prevailing at the time was partially, if not wholly, responsible for the accident.

Conductor W. T. Rudlo, of the South Orange train, said:

"I believe it was all caused by the fog. We were running at the usual rate of speed, about two or three minutes before the Dover Express. Our rear flagman had been left at Newark to warn the train behind us."

"We were running between two trains, which with the dense fog, made our position anything but pleasant. I presume the flagman on the front train didn't have time to warn us in the usual manner by placing by placing torpedoes on the track. I won't be positive about that, however."

"Was any attempt made to warn you of your danger?"

"Of that I cannot say. I don't wish to discuss the matter."

"The front train was still in motion when you ran into it?"

"Well, it had slowed up considerably, but was not stationary."

Whitfield Wheaton, the flagman on the Dover express, accompanied his injured conductor, Jerry George, to the hospital at Hoboken.

Capt. Kelly, of the Jersey City Second Precinct Police, with fifty men, remained on the scene until 1 o'clock, when the tracks were cleared and traffic resumed.

Noon President Samuel Sloan, of the Lackawanna Company, at his office, 26 Exchange place, was in direct telegraphic communication with the General Superintendent of the Company, who had hurried to the scene of the wreck by special train.

"Our last report from the General Superintendent," said President Sloan to an "Evening World" reporter, "stated that fifteen dead bodies had been taken from the wreck. The only names of the dead thus far received are contained in this despatch from our General Superintendent."

The despatch mentioned read as follows:

"Reported that M. J. Rimmer, E. Worrell and Mr. Furgeson and Mr. Fisk, of West Summit, N. J., are dead. Will get names of dead and injured soon."

"J. M. D."

**MORE FIRING AT RIO.**

**Desultory Fighting, with Little Damage to Either Side.**

(By Associated Press.)

RIO JANEIRO, Jan. 15.—There was a general engagement yesterday between the rebel ships and the Government forces.

The encounter was of a desultory nature, the firing being at long range, and no serious damage was done to either side.

**State Bonds to Meet.**

(By Associated Press.)

ALBANY, Jan. 15.—A meeting of the State Albany Commission will be held in this city to-day afternoon.

An adjourned meeting of the State Forest Commission will also be held in this city to-morrow.

The State Civil Service Commission will convene in this city at 3.30 o'clock to-morrow morning and will probably remain in session the entire day.

**Weather Forecast.**

The weather forecast for the thirty-six hours ending 8 P. M. to-morrow is as follows: Cloudy and foggy to-day, followed on Tuesday by cloudy, foggy weather, with occasional light rains, stationary temperature, variable winds, mostly southerly.

The following record shows the changes in the temperature during the morning hours, as indicated by the thermometer at Perry's pharmacy: 8 A. M., 23.6 A. M., 34.9 A. M., 37.12 M., 40.3 P. M.

A corker's special quick and effective treatment. Dr. Smith's Cough Syrup furnishes this.

**AFTER OTHER POLICEMEN.**

**Peddler Blackmailers in Three Down-Town Precincts.**

**Indictments Expected for the Suspects Now Under Arrest.**

Formal charges will to-day be made by Supt. Byrnes to the Police Commissioners against Roundsmen Downs and Patrolmen Kenny and Larkin, who have been arrested charged with blackmailing peddlers of the east side.

Supt. Byrnes declined to say this morning whether any other police officers would be arrested on charges of blackmail. He spent an hour in consultation with east-side vendors and afterwards left Headquarters with two of his detectives. Later he appeared at the District Attorney's office to arrange for the presentation of testimony in the cases of the two patrolmen and roundsmen who were arrested Saturday.

An indictment is expected to-day or to-morrow.

A number of peddlers from the Fourth Ward struggled into Police Headquarters about 10 o'clock this morning. There were, they said, to keep an appointment with Supt. Byrnes, Inspector Williams saw the peddlers and told them to return later in the day.

It is said that another policeman from Capt. Schultz's command, the Delancy street station, is sure to be arraigned in court within a day or two.

The police officers who were arrested Saturday, it is said, are expected to be arraigned in court within a day or two.

A peddler, who is fearful of losing a position he holds if his name appears in print in connection with the subject, said this morning:

"The Greek peddlers for the most part belong to a Greek society downtown, and each week they pay into the treasury of the society a certain sum of money which the boys then divide among themselves."

**MABEL'S AGE IN DOUBT.**

**Bicycle Rider Struck is Charged With Kidnapping Her.**

Thomas Strick, the head of a family of trick bicycle riders, was charged in the Jefferson Market Police Court this morning with kidnapping and of violating the law prohibiting children under sixteen years of age from appearing professionally in public.

Agent Stocking, of the Gerry Society, was the complainant.

Mabel Fritz, alleged to have been kidnapped by Strick, and a comely-looking girl, told Justice McMahon that she was over sixteen years old. Her mother corroborated this, and said she had authorized Strick to employ Mabel.

Newberry Fritz, Mabel's father, said she was but fourteen years old. Mabel's parents have been separated for some time, the mother retaining the custody of the girl.

Strick was held in \$1,000 for a further hearing to-morrow afternoon. The hearing on the other charges was also postponed. They alleged that he illegally employs Mabel and a girl named Nettie Strick, an illegitimate daughter of Strick's, and promised to prove it to-morrow.

**FERRIS PLEADS GUILTY.**

**The "Dude Burglar" is Remanded for Sentence.**

Philip Ferris, the "Dude Burglar," whose operations are said to extend from cleaning the safe of a first-class jewelry store to tapping the till of a larger beer saloon, pleaded guilty to burglary in the third degree before Judge Fitzgerald in Part 1 of the General Sessions, this afternoon. He was remanded for sentence.

The indictment upon which Ferris pleaded guilty was returned by the Grand Jury at 34 West Fifty-ninth street, and stealing \$90 in money.

He also robbed the jewelry store of Spink & Co., of 238 Third avenue, and Lambert Bros., Fifty-eighth street and Third avenue. The latter lost about \$2,500 worth of goods and Spink & Co. about \$500 worth. The greater part of this property was recovered.

Ferris said some of the stolen property had been sold to him by a man who latched the balance on young girls, who thought him a respectable young man.

**FELL SIXTY FEET.**

**Two Men Hurlled from a Defective Scaffold in Brooklyn.**

Joseph O. Saruan, thirty years old, of 134 Third street, Brooklyn, and Christopher Schell, twenty-eight years old, of 434 Thirty-seventh street, were at work on a swinging scaffold above the second story of a new building at the corner of Fulton and Jay streets, Brooklyn, shortly after noon to-day when an iron clamp holding the scaffold gave way and the two men fell.

Saruan fell on a plank on the sidewalk and Schell was precipitated to the subcellar, sixty feet below. Schell, who was seriously injured, was removed to the Brooklyn Hospital. The other man escaped with a slight scratch on his hand.

**MANAGER HANLEY FINED.**

**It Will Cost Him \$100 for Not Reporting for Jury Duty.**

Judge Beach, in the Supreme Court, to-day fined Mart W. Hanley, manager of Harrigan's Theatre, \$100 for refusing to obey a jury summons.

Hanley, it is alleged, was summoned to appear in court for jury service last Tuesday, but failed to do so, and was then notified to report to-day.

To-day, when the names of the jury were called, and Hanley failed to answer, Judge Beach imposed the fine as stated.

**TWO NAMED FOR OFFICE.**

**Crosby and Seelye to Have Police Department Berths.**

Police Commissioner Wilcox, who will succeed Commissioner Hayden on Feb. 1, to-day announced that he would appoint William Crosby as accountant in place of Thomas Carroll, and Frederick M. Seelye to succeed Stephen Foxell as property clerk.

Both men are members of the Lincoln Club and are active in the city.

Dr. Smith's Cough Syrup furnishes this.

**Grand Jury Dismisses the Complaint Against the Manager.**

**Young Gardner, Song-and-Dance Performer, Released on Bail.**

Fifteen-year-old Richard Gardner, who has been held in the custody of the Gerry Society as a witness against Theatrical Manager J. M. Hill, was released this afternoon by order of Judge Fitzgerald in Part 1, General Sessions, on \$100 bail.

Ex-Commodore Gerry made a desperate fight to retain custody of the boy. He maintained that as soon as young Gardner was liberated he would be "spirited" away, as he was the principal witness against Mr. Hill.

The latter was placed under \$100 bail last Friday by Justice McMahon in Jefferson Market Police Court for alleged violation of the Amusement Law. The specific charge was that Mr. Hill had induced the boy to perform in a song-and-dance act at Herrmann's Theatre.

One of Mr. Hill's attorneys, Justice McMahon was about to fix bail for young Gardner's appearance as a witness, when the boy's father, Mr. Hill, declared that the Court had the power to place a child under bail after it had been taken out of the wing of the Society.

The Magistrate became perplexed and referred the question to the District Attorney, who in turn brought it before Judge Fitzgerald. At first Judge Fitzgerald was unable to see his way clear through the multiplicity of legal technicalities on the subject, but he finally decided last Saturday that he had the right to place the boy under bail.

Mr. Gerry, however, refused to surrender young Gardner until last evening, when an order was served upon him by the District Attorney commanding that the boy be forthwith produced in court.

He was fully an hour and a half after this Agent Stocking, of the Gerry Society, brought the boy down to the court, where his bondman, James W. Horton, of 24 Grove street, had been waiting for him.

After the young Gardner's release, the Grand Jury, which had taken up the complaint against Manager Hill, dismissed it, refusing to find an indictment.

**SAYS THE CITY MUST PAY.**

**Trustee Keteltas Gets a Mandamus Against the Comptroller.**

Comptroller Pritch was to-day served with a writ of peremptory mandamus issued by Justice Lawrence, of the Supreme Court, requiring him to show cause why he should not immediately issue \$223,819 worth of bonds to pay the expenses of acquiring title to Corleone Island.

The writ was issued on the application of Henry Keteltas, a trustee of the City of New York, and is returnable on Jan. 18. The law providing for the condemnation of lands in the Seventh Ward for park purposes was passed in 1882, and in course of time appraisers were appointed by the Supreme Court, who collected the property.

In his application for a writ Mr. Keteltas says that the Gardner estate has been injured by the delay, and he wants the matter disposed of immediately.

**ACTOR SUES FOR \$5,000.**

**Abramowitz Sues Thalia People Discharged Him Without Cause.**

Max Abramowitz, an actor, began suit to-day in Part 1 of the Court of Common Pleas, against Max Levy and Morris Hahn, managers and lessees of the Thalia Theatre, to recover \$5,000 for breach of contract.

He alleges that May 6, 1